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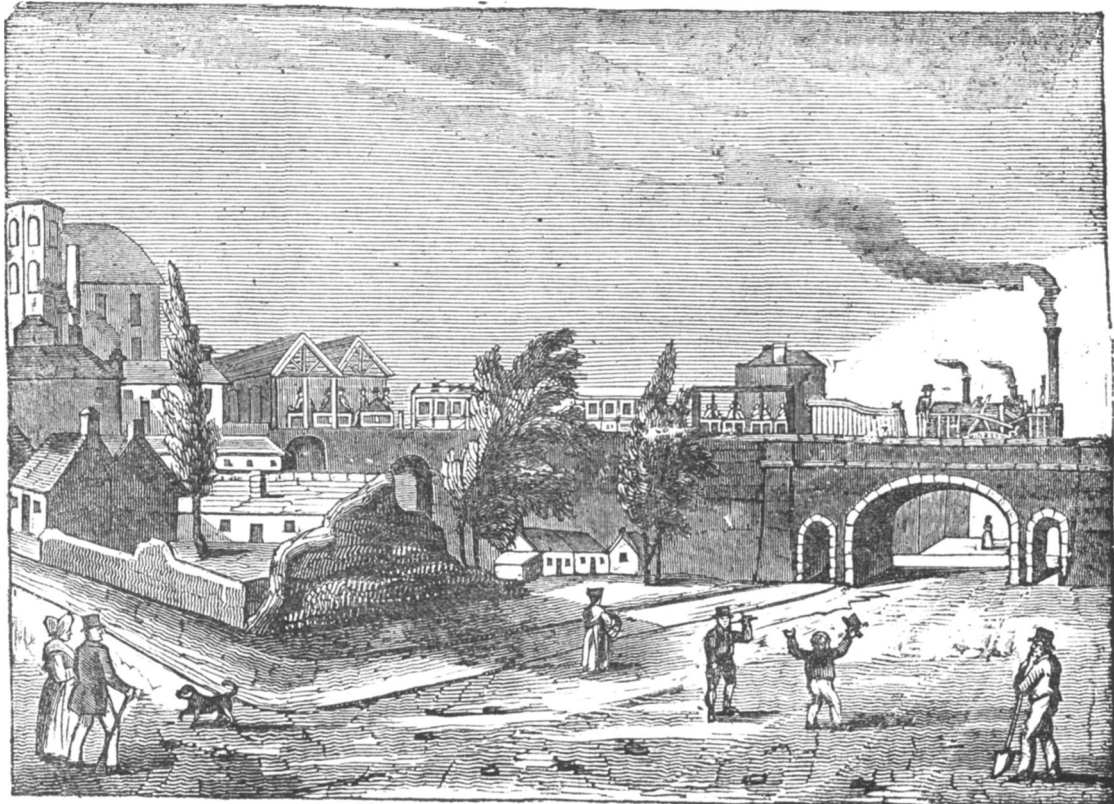
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### INFLUENCE OF THE MOON ON ANIMAL AND VEGETABLE LIFE.

In considering the climate of tropical countries, the influence of the moon seems to be entirely overlooked; and surely, if the tides of the vast ocean are raised from their fathomless bed by lunar power, it is not too much to assert that the tides of the atmosphere are liable to a similar influence; this much is certain, that in the low lands of tropical countries, no attentive observer of nature will fail to witness the power exercised by the moon over the seasons, and also over animal and vegetable nature. As regards the latter, it may be stated that there are certainly thirteen springs and thirteen autumns, in Demerara, in the year; for so many times does the sap of trees ascend to the branches, and descend to the roots. For example, the *wallaba* (a resinous tree, common in the Demerara woods, somewhat resembling mahogany,) if cut down in the dark, a few days before the *new moon*, it is one of the most durable woods in the world for house building, posts, &c.; in that state attempt to split it, and, with the utmost difficulty, it will be riven in the most jagged unequal manner that can be imagined; cut down another wallaba (that grew within a few yards of the

former,) at *full moon*, and the tree can be easily split into the finest smooth shingles of any desired thickness, or into staves for making casks; but, in this state, applied to house-building purposes, it speedily decays. Again—bamboos, as thick as a man's arm, are sometimes used for paling, &c.: if cut at the dark moon they will endure for ten or twelve years; if at full moon, they will be rotten in two or three years; thus is it with most, if not all, the forest trees. Of the effects of the moon on animal life, very many instances could be cited. I have seen, in Africa, the newly littered young perish, in a few hours, at the mother's side, if exposed to the rays of the full moon; fish become rapidly putrid, and meat, if left exposed, incurable or unpreservable by salt; the mariner, heedlessly sleeping on deck, becoming afflicted with nyctopia, or night blindness, at times the face hideously swollen if exposed during sleep to the moon's rays, the maniac's paroxysms renewed with fearful vigour at the full and change, and the cold damp chill of the ague supervening on the ascendancy of this apparently mild yet powerful luminary.\* Let her influence over this earth be studied, it is more powerful than is generally known.—*Montgomery's History of the British Colonies.*



Jones, Del.

Clayton, Sc.

A Train of Carriages quitting the Station House at Westland Row.

### DUBLIN AND KINGSTOWN RAILWAY.

Our readers have already, in several former numbers of our Journal, been made acquainted with such of the details relative to this great national undertaking, as we considered might prove generally interesting. In our 115th number we stated that the carriages would commence running on the 18th of September, and such was the intention of the projectors at the time we wrote the article, circumstances which could not well have been calculated upon, have, however, delayed the opening from that period till the present.\* In giving two other

sketches of the road—the one taken from the rear of the entrance station—the other a short distance from the entrance to Kingstown harbour, we feel it unnecessary to enter again into any lengthened description of the localities of the district through which the road passes.

sent unaccustomed; and they have been, therefore, anxious to have all the numerous adjuncts to the railway, such as the stone pavement of the sea embankment, parapets, fences, drains, &c., completely finished, and the principal part of the workmen removed before the road should be opened.

The most strenuous exertions have been made by the contractor to have all completed by the 22d of this month, but though the directors expect that little will remain to be done at that period, they are unwilling, at this late season, still to fix any precise day for the opening, and they wish it be understood that as soon as the traffic can be entered upon with safety, the road will be opened for the conveyance of passengers, of which due notice will be given.

\* In a demi-official note, which appeared in the newspapers of the day, it is stated that although the engines and carriages, and the lines of rails, have so far been ready for some weeks, that at a few days' notice the transit of locomotive engines and a regular passenger traffic might have been carried on; yet the board have been unwilling to incur the risk of accident which might arise to any of the labourers from the locomotive engines, to which the people of this country are at pre-